

## RECORD FOR TWO MEN FLYING

BEATTY STAYS UP 3 HOURS 45 MINUTES AT CHICAGO.

Two aviators are recalled to earth for a final flight. The world's record for passenger carrying in heavier than air flight to-day, remaining up three hours and forty-five minutes on the eighth day of the international aviation meet here. The old mark was three hours nineteen minutes and thirty-nine seconds.

Two aviators, Lincoln Beachey and Jimmy Ward, were flagged to the ground by the officials for cutting too many dangerous capers in the air. Earle L. Ovington and James Ward came perilously near falling in serious accidents. Thomas Sopwith, the young English flier of a biplane, again won the speed race for the day.

The world's altitude record, made by Capt. Brindley in a Wright yesterday, was announced to-day as a mistake. Instead of soaring to a height of 11,726 feet Brindley went up just half that distance, 5,758. The mistake was made in making the calculations from the barograph record. This leaves the high record of the meet at 10,900 feet, made yesterday by Philip O. Parmelee.

The crowd to-day was the largest of the meet. Most of the pay seats were used and the free lookers were just as numerous as ever.

Beatty, carrying a newspaper photograph as a passenger, was in the air for the official starting time, 3:30 p.m. He announced that he would try to break the American record, set by himself last Sunday at two hours and eleven minutes.

When 5:47 o'clock came and his gasoline still held out and his engine was working smoothly he decided to try for the world's record, made by Amerigo in an Aviatik at Mulhouse, Germany. He was still flying when the bugle blew for 7 o'clock quitting time.

Most of the other leaders in the duration contest were up just before 3:30. The record at the opening to-day was: C. P. Rodgers (Wright biplane), 26 hours; W. G. Beatty (Wright), 18 hours 29 minutes; Oscar Brindley (Wright), 17 hours 45 minutes; A. L. Welch (Wright), 16 hours 15 minutes; James Ward (Curtis biplane), 15 hours 5 minutes; Lincoln Beachey (Curtis), 14 hours 10 minutes; René Simon (Motsen), 9 hours 5 minutes; Thomas Sopwith (Bleriot), 8 hours 16 minutes; Eugene Ely (Curtis), 6 hours 1 minute.

A thousand dollars was added to the prize of the duration prize to-day through default by the aviators in some of the other contests. Rodgers, Beatty, Brindley and Welch were up the full three and a half hours, but Ward, who was not out after any of the contests, lost some time entering an accident.

Beatty is not trying for the duration, but Ely, being the speed man in the contest, is.

It was officially announced that Rodgers and Beatty are flying for themselves and not for the Wrights. This will enable them to make their flight in an Aviatik and a half hour more to-morrow without violating the Wright rule that their men shall not fly on Sunday.

The results to-day: Speed for Biplanes, Nine Laps, Twelve Miles—Prizes, \$500, \$300 and \$200—First, Eugene Ely (Curtis), 13 minutes 47.2 seconds; second, Lincoln Beachey (Curtis), 14 minutes 1.5 seconds; third, Thomas Sopwith (Bleriot), 15 minutes 2.5 seconds; fourth, René Simon (Motsen), 13 minutes 49.1 seconds; fifth, James Ward (Curtis), 15 minutes 5.0 seconds; sixth, Oscar Brindley (Wright), 17 minutes 45.0 seconds; seventh, A. L. Welch (Wright), 16 minutes 15.0 seconds; eighth, C. P. Rodgers (Wright), 26 hours; ninth, W. G. Beatty (Wright), 18 hours 29 minutes; tenth, Philip O. Parmelee (Wright), 10,900 feet.

Speed for Monoplanes, Nine Laps, Twelve Miles—Prizes, \$500, \$300 and \$200—First, Thomas Sopwith (Bleriot), 13 minutes 2.5 seconds; second, René Simon (Motsen), 13 minutes 49.1 seconds; third, James Ward (Curtis), 15 minutes 5.0 seconds; fourth, Oscar Brindley (Wright), 17 minutes 45.0 seconds; fifth, A. L. Welch (Wright), 16 minutes 15.0 seconds; sixth, C. P. Rodgers (Wright), 26 hours; seventh, W. G. Beatty (Wright), 18 hours 29 minutes; eighth, Philip O. Parmelee (Wright), 10,900 feet.

Beatty won the duration prize and the world's record.

Late in the afternoon the Curtiss hydro-aeroplane came to grief. C. C. Witmer, flying after the departure of Hugh Robinson to exhibit the machine on the Pacific coast, was forced against an excursion steamer while trying to avoid a collision with a launch whose pilot was frightened. One of the planes of the air-water machine was damaged. The machine has been the most interesting feature of the meet and an effort will be made to repair it for exhibition on the last day to-morrow.

About 6 o'clock Beachey began to describe the crowd by a series of thrilling signals from a great height and then to drop from an aerial balloon the tapers. He was in his boat when he was flying steadily over the lake for duration, came back over the field and landed his hangar mate. The two raced down the courses, dipping, gliding, soaring until the officials ceased joining the cheering crowds and waved the white flag for the end.

Beachey passed the flag close enough so that the crowd could see his smiling face about with such a sudden and perpendicular bank that the crowd gasped. He flashed back by the flagman, skinned over the "Death" and landed gently in front of his hangar.

Ward went back over the lake and flew steadily until nearly quitting time. When he came back over the field his engine stopped and he was only a few hundred feet up. By a quick turn he landed back for the water, but changed his mind and landed on the shore. The crowd thought he had fallen but he came up over the embankment smiling. His aeroplane was not damaged.

The visitors will give a benefit exhibition on Monday, the proceeds to be given to the fund of St. Croix Johnsons.

## ATWOOD AT BUFFALO.

Country flier hopes to make Cony Island 3 days ahead of time.

BUFFALO, Aug. 19.—After an air journey of more than 100 miles Harry N. Atwood was last up in his cross-country flight over Buffalo shortly before 7 o'clock Sunday. He covered the eighty-eight miles from Erie in a little less than two hours. He will leave Buffalo before noon tomorrow on the final leg of the 1,205 mile flight from St. Louis to New York.

Atwood says he expects to reach Cony Island by next Wednesday afternoon, three days ahead of schedule. He is confident that he will win the \$10,000 purse.

I have got this far in the face of many adverse circumstances and have experienced comparatively little trouble," he said. "I am certain that I will accomplish what I have set out to do."

Atwood is but two days ahead of schedule and he believes that he will make up his time on Monday, when he will cover 150 miles. He believes that he will be able to average 112 miles a day in the next four days. He will probably go to Syracuse today, a distance of 140 miles. If

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"The strike situation in England," was the reply. "That seems to occupy their thoughts to the exclusion of other news. Even men interested in corporations seem to have forgotten the possibility of Government investigations, and everybody who comes in from the West or the North or the South expresses the wonder as to how the dickens England is going to get out of the hole she has fallen into at home."

"There is one curious thing about the talk you hear, too. Most people that travel about don't have much sympathy for labor unions, but in this case they seem to have been impressed with the low wages paid the railway men and dockmen on the other side as compared with their similar workmen are paid over here, and wonder that a question of a difference of a dollar or two in a week's wages seems to be able to throw Great Britain almost into civil war. Of course those opinions are not mine. I'm just telling you what I hear."

No, nobody is talking anything about bad business in this country. Everybody seems cheerful. Why, to hear some of them you would think they expected to find their strong boxes bursting with cash when they got home."

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"Really? How delightful! How long are you going to be gone?"

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MINISTER VERSUS MINISTER.

Dr. Lighthorne Alleges the Rev. Mr. Turner Illegally Him.

WILMINGTON, Del., Aug. 19.—Of the many sensations produced by the coming of the Rev. A. W. Lighthorne, Ph. D., to the Wilmington conference of the Methodist Episcopal Church because of alleged irregularity in his ministerial credentials and the establishment by him of the People's Church (Christian) in Dover, Del., none has equalled an effort on the part of Dr. Lighthorne to prosecute the Rev. Dr. Joseph Brown Turner, pastor of the Dover Presbyterian Church, for alleged illegality in his ministerial credentials. It was learned to-day, has been placed in the hands of Attorney-General Gray as the State prosecutor.

Dr. Lighthorne, who was for several years managing editor of the old New York Mail and Express, has engaged Secretary of State Smith, ex-United States Senator Kenney and John B. Hutton, all of Dover, as his attorneys. He is secretary of the board of trustees of the People's Church. So determined are these lawyers to push the case, it is stated, that they will bring the matter before the authorities should the Attorney-General decide not to act.

The case of all this hubbub was the action of the Rev. Mr. Turner in sending a letter to William Brewster, Secretary of the International Christian Endeavor Society, while the annual convention was in progress at Atlantic City last month. Dr. Lighthorne was selected as a speaker.

The letter was especially severe in denouncing him. Mr. Turner also said it would be a mistake to permit Lighthorne to speak before the convention. He said that Lighthorne was a "hypocrite and a fraud."

Home Shifted While They Slept.

The occupants of a two-story frame house at 239 Tonnelle avenue, Jersey City, were jarred out of a sound slumber early yesterday by a crash and the shifting of the building two feet off its foundation. They poked their heads out of windows and found that a locomotive at the Tonnelle station had been loaded with stones had backed off a sliding rail enough to shift the building six feet without hurting Mrs. Maud Landers or any member of her family. The house stands near a rock crushing machine.

## HEARD IN HOTEL CORRIDORS

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